

SUBMISSION to Fast Track Mahitahi Development Application

Directly Affected Adjacent Residents Submission

From:

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Date: 25/6/25

1. Summary

We were one of the few local residents in favour of this development under the proviso that motor vehicles not come into the Maitai Valley but that it be made very convenient to walk and bike into the city. This would have minimised the effects of the development being there on the recreational values of Branford Park and would have meant no motor vehicle traffic impact on the valley and Nile Street. The motor vehicle traffic impact could of instead have been spread over multiple roads into Atawahi so no one road had too much traffic and by making cars go the long way around would have encourage active transport. This however was not done, worse than that the proposed active transport infrastructure provisions into the valley will deter people from doing anything but drive. They needlessly involve biking away from your intended direction, up and over a hill and two crossing of the Maitai Valley road river twice only to get back on onto the same side of the road and river that you could have been on with the direct route around the back of Dennes Hole. Regardless of the Ralphine Way route being in the plan change, a variation must be made to it to allow the direct walking and biking route into Branford Park. The through road connecting the to Atawhai must be part of this development right from the beginning even if that requires access through neighbouring Bayview Holdings land. Our understanding is that this was part of the environment court approval of Plan Change 28 and should be adhered to.

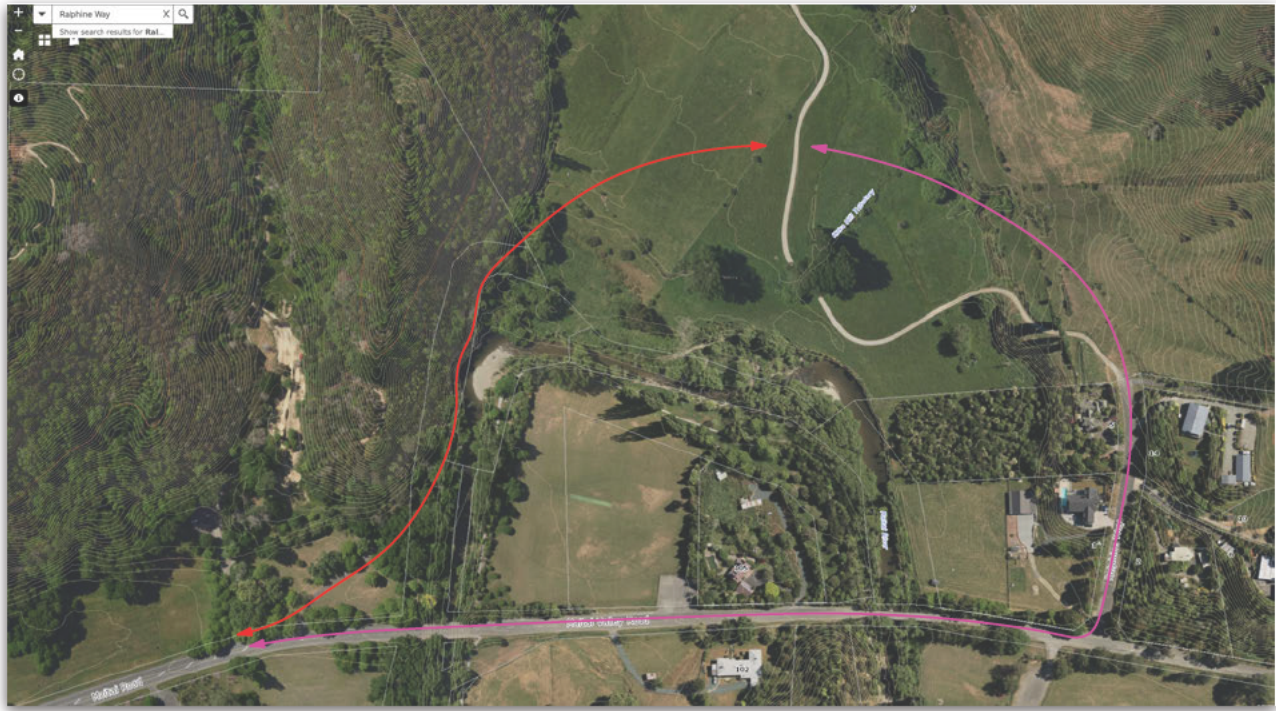
We are concerned about realigning the Kaka stream through the sheep dip runoff areas and more especially the proposed pond that appears to be on top of the sheep dip area. We do not wish to be connected to any of the services that the development will bring in and do not want traffic lights on our street.

And we can find no reference to the development being cat and dog free, this is something we would like.

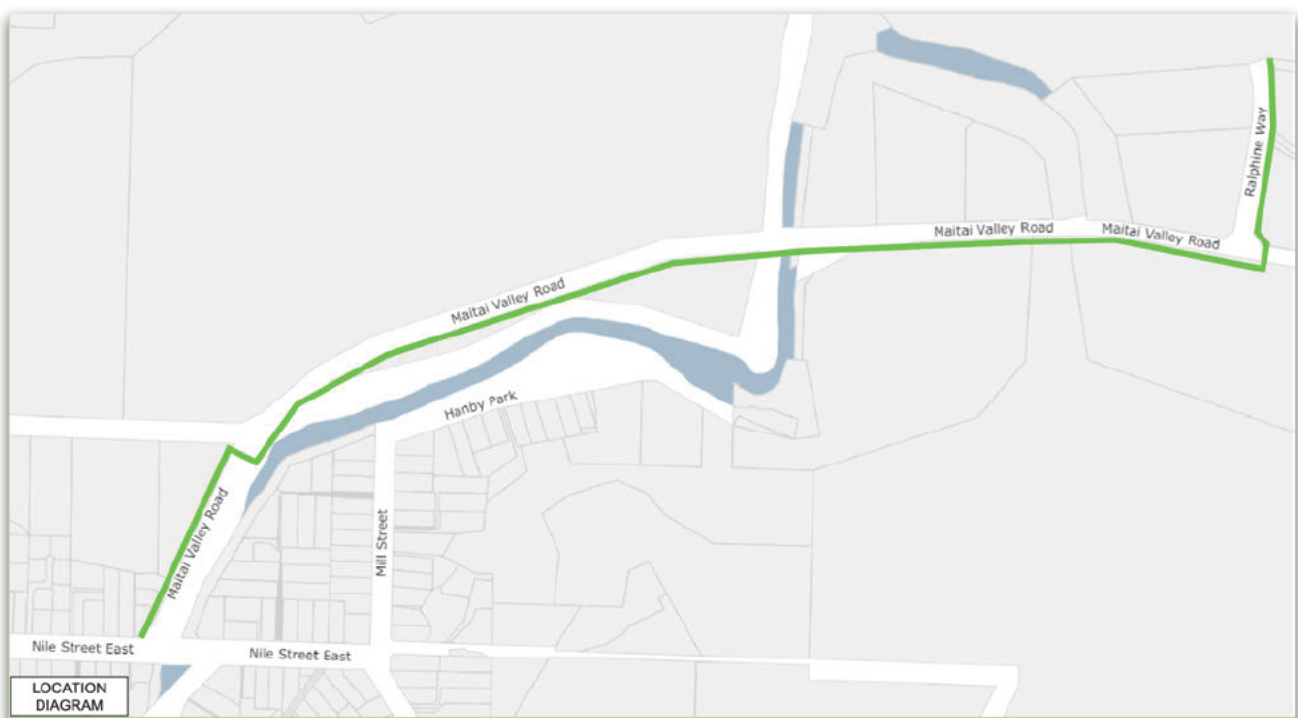
2. Body of Submission:

2. 1 Directness of Cycle Routes is one of the core principles of encouraging active transport (eg <https://eucg.eu/2020/05/29/how-to-develop-cycling-infrastructures-learning-from-the-dutch-example/>). Peter has been the convenor of Nelson Transport Strategy Group (Nelsust) Inc. since 2008 and has extensively researched sustainable transport in general and encouraging active transport in particular. The proposed route for cycling is the opposite of the principle of directness in taking people away from the intended destination of commuting to town, up and over a hill and involves crossing the hazardous to cyclists Maitai Valley road twice and the river twice before getting back to the same side of the road and river as you could have been on with the direct route around the back of Dennes Hole. Peter measured it on top of the South Maps and its 1/2 a km longer and involves climbing up from 17 m to 33 m. And at best alongside or on

what will become busy roads of Ralphine Way and the Maitai Valley Road. In comparison, it could be fabulous biking around Dennes hole and through Branford park to get directly to the proposed shared path at the beginning of the Maitai Valley Road, away from motor vehicles altogether for the most part and on a much shorter route. The Pink on the map is proposed, the red where it could, should and must go.



Below is the route proposed by the developers showing the two needless road and river crossings:



2.2 Pleasantness of Cycle routes is imperative. It is not pleasant to have to cross busy roads with poor visibility and cycle alongside logging trucks and other motor vehicles. It is far better far more attractive to be well away from their smell, their noise and their intimidation by being in a separate path wafting through a parklike setting. We can't expect more than a hardcore few to take on crossing the Maitai Road twice needlessly and mix it up the most intimidating road vehicles the open wheeled logging trucks. If we want to encourage people to cycle and not clog the road up with their cars then its got to be safe, pleasant and convenient.

2.3 Ralphine Way is an Unbikable Gradient on a normal commuter bike. We are most often biking to and from town and on our no bike commuter bikes, the gradient is simple too steep. Zig zagging back and forward across the road makes it almost doable on a no assisted bike but that is not a great safety outcome. We urge reviewers of this application to come to Ralphine way and try and bike up it and see how you go. It is simply an unworkable gradient for biking.

2.4 People will vote with their feet or their pedals and bike around the back of Dennes Hole anyway. Using the existing track there would not be a great outcome as a fall into the river is a distinct possibility with the unimproved track.

2.5 Biking up Maitai Valley Road past the bridge near Ralphine Way is not pleasant - the route is narrow and winding with poor visibility it is scary for cycling. The cycle bridge across the river here is not necessary or useful as most people biking up the valley will turn off before Gibbs bridge and use the new cycleway alongside the river around the back of Sunday Hole to travel further up the valley.

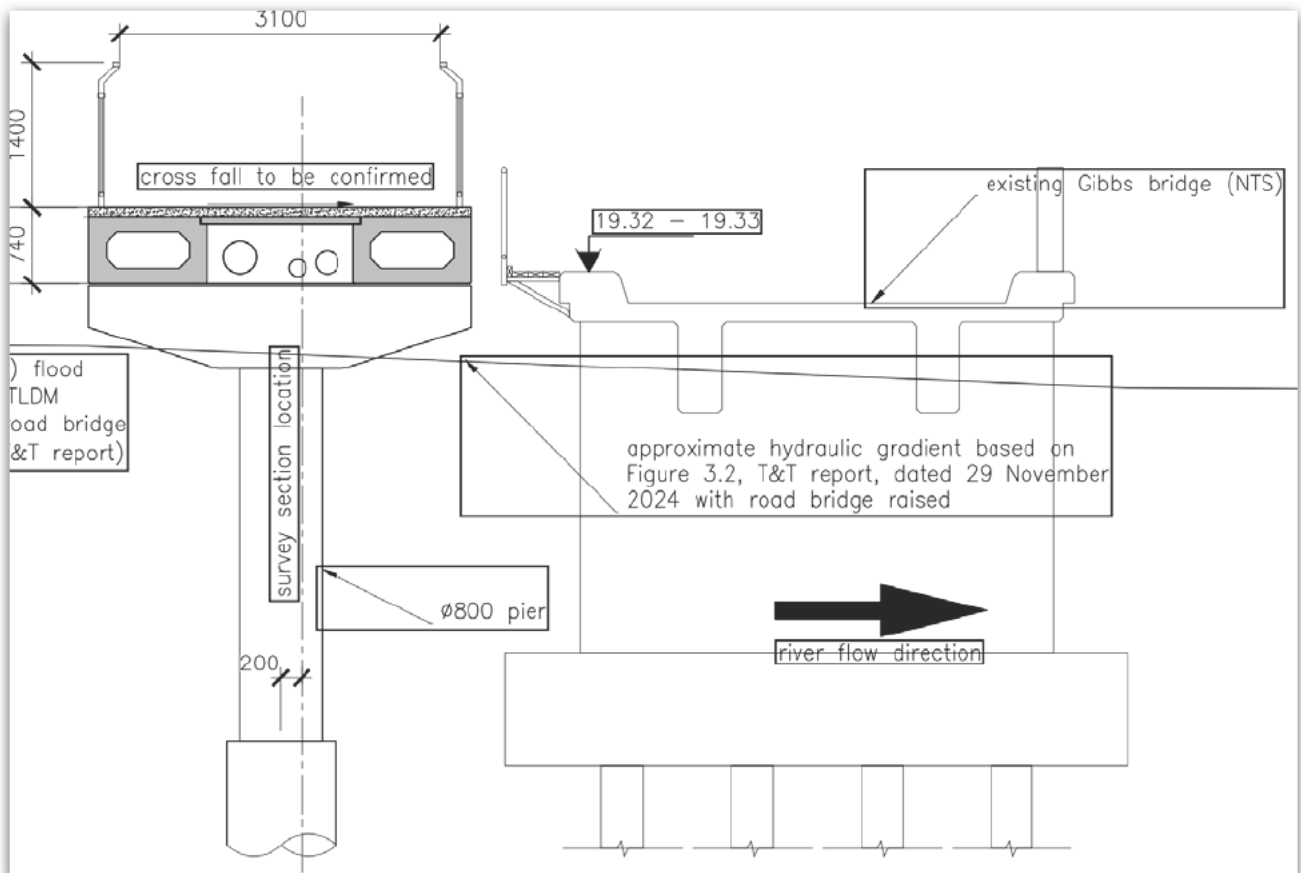
2.6 Other Holes have biking around the back of them: Dennes Hole is one a 3 holes in the vicinity of the development. Both of the other other two holes, Black hole and Sunday hole have well established, well used cycle trails around the backs of them that are not to the detriment of people using the swimming hole.

2.7 The Track Around Dennes Hole already exists it is narrow and rocky but it is there already, it just needs to be lowered and widened. This will involve some rock hammering but this is nothing compared to the cost of building the two new concrete bridges.

2.8 Biking Over Jickells Bridge (the two lane one) is not scary - there are good sight lines there and footpaths on either side than can be biked on. The section of road between the two bridges is likewise open and wide for cycling and there is the option of the completely off-road cycle trail between the two bridges going under each of them to keep you completely away from the road traffic. Neither the separate cycle bridge at Jickells or the shared path along the road is necessary. As mentioned elsewhere a shared path on one side of the road might be part of the Nelson Tasman Land development manual but is actually a poor choice for people on bikes as it necessitates crossing the road for half of the people. Cycle paths adjacent to footpaths that are provided on both sides of the road are preferred and can be much narrower than normally though desirable as they are unidirectional and people can use the adjacent cycle or footpath for overtaking if there is no one on the adjacent path.

2.9 Building Two New Bridges a Waste of Resources not to mention developers money. Nelson has declared a climate emergency it should not approve investments with

a high carbon cost and negative impacts on low emissions transport options. Unlike the direct route that is simple low carbon impact track building to and around Dennes Hole, the proposals include two new high embodied carbon concrete bridges. Concrete is responsible for some 8% of global climate emissions without factoring in the reinforcing steel which is also very high in embodied carbon emissions. Significant carbon emissions are completely avoidable with the direct route around Dennes hole.



2.10 New Bridge would Jeopardise ever building 2 lane Bridge If a new shared path bridge was built alongside the old one lane bridge near the bottom of Ralphine Way, it would be right in the way of building a new 2 lane bridge that is really needed. We shouldn't be building short term infrastructure that will need to be demolished to make way for a 2 lane bridge that is what is really required and needs to be built sooner or later.

2.11 Traffic Report in Error over Sight Lines at one way bridge Perhaps the Traffic report was unduly influenced by those paying his bills, but the sightlines for the one way Gibbs bridge at the bottom of Ralphine Way are terrible. You have to come out across the centreline before you can see if anyone is coming further up the road. Of course with a 2 lane bridge this doesn't matter. PTPO for photo



This is a photo heading into town at the one lane Gibbs bridge at the bottom of Ralphine Way. You can't see if there are any vehicles coming until you are almost right on the bridge.

2.12 Solution Proposed to the Mayor Peter talked to mayor Nick Smith about this very matter on 7/6/25 and a solution was put forward whereby the developers use the money already allocated for the two new bridges and put that with money from Nelson City Council and build a new 2 lane bridge to replace Gibbs bridge. This is a much better long term result for the city as well as locals. The new bridge would be better to have 2m wide shared paths on each side rather than one one one side that necessitates crossing the road at some point.

2.13 Road Linkages to Atawhai: rather than all this traffic impinging on one road, one community in Atawhai, it should be shared into multiple streets so no one street or area is affected to much. Suggested street connections are: Walters Bluff, Garin Heights, Paremata Street, Sea Watch Way, Bay View Road and Dodson Valley. It is our understanding that a through road connection to Atawhai was a condition of the Environment Court ruling on the plan change 28. The developer should be held to this.

2.14 Making Cars go “the long way round” should be a central tenet of the city councils push for mode shift away from motor vehicles. It is important to grasp that until we make active (and public) transport THE most attractive option for most people most of the time, the numbers using active transport will never be great. The best cities in Holland don't have 54% of people using a bike for normal commuting because they are hair shirt wearing green masochists. They don't have those rates not because they have great weather - it is often windy and wet and not nearly as sunny as Nelson. They don't have those rates because dutch are in love with bicycles - the old sit up and beg bikes they use with mudguards flapping half off tell another story. The Dutch have these high cycling rates because biking has been made the most attractive option for most of their trips. And that is what we need to do here. We still ask for the motor vehicle access to not be into the valley, not along Nile Street, but rather into multiple streets in Atawhai. We ask for a

locked gate for motor vehicles at Ralphine Way so FENZ and Ambulances can access it directly but others can't. The direct route will be by bike around the back of Dennes hole.

2.15 Cat and Dog Free - Although a number of Ralphine Way residents have cats and dogs, we would very much like to see the place cat and dog free so the birdlife can flourish and people don't get intimidated or even barked at. We and other Ralphine Way residents have already spent a lot of time trapping predators so birdlife, lizards and geckos can flourish and do not want to see our good work undone by introduced predators like cats and dogs

2.16 Request to Be Updated Weekly as to what sort of traffic movements and noise levels are likely in the coming week as the development proceeds. We ask for our neighbour Meg to be the contact for this.

End of Submission

